





# Today's Advertisements.

## VICTORIA CHAPTER.

No. 525, E.C.

AN EMERGENCY CONVOCAION of the above CHAPTER will be held in the FARMACONS' HALL, Zeland Street, TONIGHT, the 2nd March, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.  
Hongkong, 2nd March, 1898. [195]

## PUBLIC AUCTION.

THE Underigned has received instructions to Sell by  
PUBLIC AUCTION,  
ON  
SATURDAY, the 5th March, 1898,  
Commencing at 2.30 P.M.  
at his SALES ROOMS, DUNDRELL STREET.  
QUANTITY OF  
GENTLEMEN'S MATERIAL  
Such as  
TWEEDS, HOMESPUNS, FLANNELS,  
&c., cut in Salt Lengths.  
On View from FRIDAY, the 4th instant, 1898.  
TERMS.—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 2nd March, 1898. [135]

THE FUNJONG MINING COMPANY,  
LIMITED.  
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given in pursuance of Section 35 of the Companies Ordinance of Hongkong, No. 1 of 1877 that the FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held in the COMPANY'S Office, No. 5, RAYCE CENTRAL, HONGKONG, on SATURDAY, the 12th day of March, at NOON.  
By Order of the Board of Directors.  
JAMES B. DUNCAN,  
Secretary.  
Hongkong, 2nd March, 1898. [134]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUZ CANAL.  
THE COMPANY'S Steamship.

"NESTOR,"  
Captain Arguill, will be despatched as above TO-MORROW, the 3rd March, at Noon.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd March, 1898. [267]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR MANILA.  
THE COMPANY'S Steamship.

"SUNGKIANG,"  
Captain Dodd, will be despatched as above TO-MORROW, the 3rd March, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd March, 1898. [118]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE COMPANY'S Steamship.

"HAITAN,"  
Captain Rosch, will be despatched for the above Ports on FRIDAY, the 4th instant, at Daylight, and not as previously notified.  
For Freight or Passage, apply to  
DOUGLAS LAURIE & Co.,  
General Managers.  
Hongkong, 2nd March, 1898. [123]

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

S.S. "PATHAN,"  
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Underigned on or before the 8th instant, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 8th instant, at 2 P.M.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DODD, CARLILL & Co.,  
Agents.  
Hongkong, 2nd March, 1898. [293]

Intimations.

DAKIN, CRICKSHANK & COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER.

SODA WATER.  
LIMONADE.

GINGER ALL.  
SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 1st March, 1897. [130]

SERRAVALLO'S  
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC  
OR  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying to the great SERRAVALLO'S FERRUGINOUS QUININE and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—  
A. S. WATSON & Co.  
Hongkong, 1st September, 1898. [137]

## Intimation.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERREY.—Excellent Dinner and After Dinner Wines of various Superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brand in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 2, 1898.

NOTES AND COMMENTS.

At the Sanitary Board's special meeting yesterday the rinderpest outbreak at Pokfulam was had doctors differing, but one of them happened to be a doctor for mankind and the other a doctor for the brute creation. The latter gentleman, Mr. LADDS, the Colonial Vet., argued that all diseased cattle at that place should be destroyed as well as those infected, as is found necessary in England and elsewhere, being in fact the only effective check on the spread of the disease. Dr. ATKINSON failed to see it and eventually succeeded in carrying his point that they should not be slaughtered. Now, Mr. LADDS is a skilled veterinary practitioner, and surely, if anybody, should be able to know how best to fight this serious disease. We would like to hear what Dr. ATKINSON would say if a vet. came and tried to teach him his business in a plague or small-pox outbreak. What is Mr. LADDS paid for?

By the way, not long ago, a doctor at Bangkok was practising alike on men and beasts, and one of the local papers said some things about the doctor's veterinary skill that hurt him deeply. Feeling so aggrieved he took out a writ for libel and the newspaper came out of the action an easy winner. The difference in the two branches of medicine is a wide one, and it would be certainly a good thing if the various practitioners would not interfere with each other's professional duties.

A correspondent wrote to us and the other papers yesterday in reference to Mr. DRUMMOND's able lecture on the secret of the success of the British Empire. Like ourselves, he disagrees with Mr. DRUMMOND's solution of the problem. "Englishman" considers that the British Empire has expanded chiefly through the influence of individual Britons. Thus far we are with him. He goes on to say that it is more nearly in accord with Mr. DRUMMOND's and in conflict with our own view—that it is "through that British love of justice which is generally seen in their dealings with each other and with natives." It is not quite the way we should express it, though we can endorse his further remarks that each individual Briton is a source of strength to the Empire by the character and justice of his dealings. There is a good deal of importance in the winning of a reputation for fairness; true, but we doubt whether it is any inherent love of justice that prompts us to strive after such a reputation. There is all the difference between genuine love and ulterior motive. What honesty we do display to others is actuated chiefly by the knowledge that in the long run it pays, not that it is intrinsically desirable apart from its remunerativeness. Whenever an Englishman considers it would pay him to be dishonest, that is to say, pay him from every point of view, he can achieve as high a pitch of thorough-going dishonesty as the blackest villain on the face of the earth. But it is very seldom that villainy really does pay in the end. Englishmen, as a class, are better able to see this, to "trammel up the consequence" somewhat further ahead than the other

racers. That isn't love. British justice is one of the greatest institutions in the world; but it is based on expediency, not sentiment. It is of the head, not the heart. It is not a spontaneous instinct, but a calculation, cultivated into a habit, a second nature. That is how we occasionally depart from it. A nation cannot get away from its own real nature, any more than a man can; but an acquired characteristic, a carefully studied usage, is liable to lapses, and so is British justice.

A movement is now on foot to establish a Chinese library and reading room in this Colony and with this point in view notices have been circulated throughout the place. The library is intended to be run on the same lines as the City Hall Library and the objects, as set forth in the circular, are—(1) "To improve the knowledge, (2) To further education and learning, (3) To translate and publish books, etc., (4) To encourage social intercourse between Chinese and Europeans." The new venture is to be managed by a working committee consisting of fifty-four members, Chinese with European education. It is a great wonder that with such a large population of English-speaking Chinese similar movements have not come to the front long ago; but now that it has commenced, it deserves every possible support. The objects are worthy and commend themselves to us. Chinese libraries, debating clubs, and other progressive institutions exist in Shanghai and Singapore, and we do not see why this new undertaking by the Hongkong Chinese should not meet with success. By the way, there is a pleasing outburst of latitudinarianism in the circular—"Gentlemen who approve of this movement are respectfully requested to give their support, moral or otherwise." We try to be moral, but we are sometimes otherwise, and to say, and the numerous immoral gentlemen of Hongkong will be glad to find that there is no "Nonconformist Conscience" threatening them. Not long ago a person in England refused a brewer's subscription to a charity fund; and an American missionary protested against accepting money from ROCKWELL because the money was illicitly earned; but the Hongkong Chinese are men of broader views.

REUTER'S MESSAGES.

THE ATTEMPT ON THE LIFE OF THE KING OF GREECE.

LONDON, February 28th.  
A man named Karditis, in the employ of the municipality of Athens, has been arrested and admits having fired at the King. He regrets his failure.

CRICKET.

In the final test match at Sydney, Stoddart's team are out for 335 runs and Australia has made 184 for five wickets.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.63 per £.

THE Grafton, Narcissus, Rainbow, Phoenix, Dolphin and Redpoll were at Ngarsaki on the 14th ult.

Mr. W. M. B. Arthur, Chief Clerk at the Magistrate's, went home on leave by the G. M. S. Sackton yesterday.

We notice that one of the learned counsel recently engaged in remunerative lawsuits has blossomed out in a new wig and gown.

THE crew of the Victor Emmanuel turn over to the Tamar to-morrow morning when the Commodore's pennant will be hoisted on the latter vessel.

By a mistake to-day the English mail gun was fired on the sighting of the Rosalia, from Japan, as for the inward English mail, which is due here to-morrow afternoon.

It was another day of small things at the Magistrate's to-day. Capt. Hastings piped "all hands" at 8.30 and by 2 o'clock he had the decks cleared. The cases were many but petty.

THE collision case, Reuter, Brockmann & Co. v. the Wing Shing Launch Co., was resumed before Mr. A. G. Wise, Police Judge, to-day. The captain of the Sat Kong was examined and the case was adjourned sine die.

TO-MORROW afternoon on the Happy Valley, on the ground of the Hongkong Football Club, D. Company, K.O.R., will play 25th Company, R.A., in the third round for the Hongkong Football Challenge Shield. Kick-off at 4.30 p.m. Referee—Mr. J. W. L. Oliver.

We have received two Kobe directories, one in book form from the office of the Kobe Herald and the other in the form of a wall map with lists of names below from the office of the Kobe Chronicle. The former is neatly printed and well arranged and gives useful additional information concerning the import and export, postage, seamen and Japanese trade, Japanese weights and measures, heights of tides and times of high-water in Kobe—as also—a map of Kobe and Higo. The one from the Chronicle is a large sheet containing a map of Kobe and the names of residents in alphabetical order and is well got up. For any town that is not too large, a sheet directory to hang on the wall is infinitely the best form. It is simple and convenient for reference; it offers less temptation to throw at office boys; and it rightly limits the amount of extraneous, not to say superfluous, matter piled on a directory. There is far too much of the tendency to overload directories with slabs of no doubt valuable information. It is better that a directory should be a directory, and not an Encyclopedia Britannica. We have a great fancy for the sheet directory idea, and we may take into consideration the possibility of adopting it in Hongkong, although at first sight the place appears to be too large to be disposed of in this manner.

THE Powerful and the Peacock went out for a trial spin to-day. We don't know whether the Powerful was able to keep step with her doughty little consort.

THE 1897 report of the Seamen's Mission has reached this office. The report contains a concise summary of the work done during the year under review and the institutes of the mission, we are glad to learn, continue to prosper.

WONG FUK, a fish monger, who had laid felonious hands on some steel fittings, the property of the Taikee Sugar Refinery, was to-day sentenced to forty-two days' hard labour. This case affords the pen and ample scope, but we're above that sort of thing.

THE new oilman farmers, the Kwong Wai firm yesterday took over the "bills" and to-day Mr. Spooner and other officers were busily engaged in swearing in the new excitement before the detective police staff. Altogether about 108 men were "put through." We understand that the latest rental of the farm means \$31,000 per month.

For a long time past there have been complaints of gas fittings being stolen from residences in course of construction and Sergeant Smith yesterday succeeded in landing a culprit in this class. He was on duty in Queen's Road near No. 5 Station at 7.30 a.m. when he espied a coolie carrying a bundle done up in matting and from its length the Sergeant suspected "nikes." He headed his man off in a masterly manner, and found that the spool consisted of gas pipes and other fittings. The coolie said he had bought the things from a hawk but investigation proved that they had been stolen from a place in course of erection at No. 13 Queen's Road Central. The fellow was sent in for three months, "without the option."

ACCORDING to all accounts it's about time the P. W. D. put a sailing around Murray Pier. This is where most of the British and foreign blue-jackets land and embark. As many of the tars go off "gloriously" there's nothing to prevent them going overboard and the policeman in charge is quite a little life-saving society in himself. Sometimes the constable on duty has to interfere to check rowdiness and in a rough-and-tumble there is nothing to prevent both (or more) parties going overboard. Not only is a railing needed on the pier but life-liners (chains) should be fixed along the stonework at about the height of high water mark. Such a course would, judging by the present state of affairs be the means of rendering very useful aid to the police sent to the sailors as well. It would not be so very expensive after all.

MR. G. P. LAMBERT yesterday afternoon offered several lots of property at the Peak for sale by auction. "Craigeburn" was to have been one of the lots, but the sale of this property was postponed by request until the 16th March, with the view of acquiring the property for the purposes of the Jubilee Hospital for Women and Children and Nursing Institute. The first lot offered for sale was No. 6, Stewart Terrace, which was put up at \$3,000. The bidding advanced by \$100 and \$50 to \$4,450, at which sum the property was knocked down to Mr. Ka Poo. The second lot was No. 7, Stewart Terrace, which was knocked down to the same buyer for \$4,150. No. 8, Stewart Terrace was bought by Mr. Pinckney for \$4,500, and No. 9, Stewart Terrace was bought by Mr. Ka Poo for \$4,250. Rural building lot No. 83, containing 10,000 square feet, with the two houses known as Wageningen and The Retreat, was then offered, the upset price being \$15,000, but as no bid was made in advance of this figure, the property was withdrawn.

IN America recently a lion escaped from a travelling menagerie, and a huge search party followed in pursuit. After a while they came across a farmer's boy and asked if he had seen it. "No," he said, "I ain't seen no lion; but there was a mighty queer-looking, big yellow dog round here this morning. I tick a can to his tail." A little later the lion was found, wearily dragging an empty tomato tin, and the boy is now a hero. On this the Globe says:—It recalls the tiger whose escape from the Lahore Zoo and subsequent capture were recorded by Mr. Rudyard Kipling in his capacity of journalist. The police and the volunteers and half the civil population of Lahore turned out armed with guns to recapture the beast, and as they were strategically deploying along the high road, they met a native leading it back with a turban tied round its neck. As he walked, the natives were abusing the tiger and all its female relatives to the sixth generation back, for its ingratitude in escaping; and the tiger passed through the armed multitude the very picture of shame and abject misery.

THE Frankfurter Zeitung is responsible for the following report, which brings to mind a recent notorious case in Singapore:—

A band of lady musicians and their impresario are at present engaged in urging their rival claims before the Civil Chamber of the Braunschweig Landgericht. The ladies' band, who are the plaintiffs, were engaged at Hamburg to give a series of performances at Braunschweig, the impresario claiming the right to dissolve the contract if the performances did not prove favourable. This is what happened, and hence the claim for £80 made by the band. The defendant's evidence created much amusement. "I sent for the photographs; the artists were five. One of them was very pretty. I said she would serve as an animal, or a human lady." The witness—What is an animal lady? The witness—One who sings on the stage and drinks beer at the tables. She induces the gentlemen to drink more beer. One of the plaintiffs—That is not it. The witness—It is the art of the keeper. But the animal lady never came. I compared the other ladies with their photographs. I found they had been idealised; I broke off the engagement. All four plaintiffs together:—That is a shameful lie; we are as pretty as our portraits, and prettier. Their Advocate:—I produce in evidence the four plaintiffs, and I appeal to the court for their identification. The court has reserved this new decision of Paris.

SEVENTY-ONE candidates have entered for the Oxford Local Examinations this year; 19 Seniors; 24 Juniors and 28 Preliminaries.

THE Echo Magazine reports that on Sunday, 20th February, thirteen Chinese prisoners, undergoing sentence for serious crimes, escaped from the subterranean prison constructed not long ago at the fortress of S. Paulo de Monte. It is believed that the door of their dungeon was got open in some way (we can't read Portuguese well enough to tell whether the Echo's explanation is convincing, but we know prison doors are sometimes opened with silver keys) and the prisoners got into an upper part of the building, whence they lowered themselves with improvised ropes out of the windows.

AT the time of the record reign celebration in Sydney Mr. Quong Tart, on behalf of the local Chinese, brought to Government House the draft of a congratulatory cablegram to her Majesty. Captain Ferguson, private secretary to his Excellency, insisted upon degrading the cost of dispatching the message to London. An acknowledgment of this compliment, a deputation of leading Chinese waited on Captain and the Hon. Mrs. Ferguson last month, and presented them with a unique collection of valuable Chinese needlework, especially worked in China to the order of the subscribers. The cost of the collection was over £50, and is said to contain some of the finest specimens of Oriental needlework ever seen in Sydney. The principal piece, a quilt, bears a most intricate inscription in Chinese, suggested by Mr. Sun Johnson, who wields the editorial pen of the Kwong Yik Wah Bo. The translation of the sentiment is, "Your virtues will flow everywhere, and forever." The presentation was made by Mr. Quong Tart, who was accompanied by Messrs. W. R. G. Lee, Shue Yie, Way Kee, and Mr. Sun Johnson, who acted as interpreter. Captain Ferguson, who was taken completely by surprise, suitably acknowledged the gift.

THE DIAMOND JUBILEE.

MEETING OF THE COMMITTEE.

A meeting of the Diamond Jubilee Committee was held at 4.30 p.m. on Monday last in the Council Chamber, Hon. C. P. Chater presiding. Those present were—Messrs. T. Jackson, A. C. McKewen, W. Chalmers, J. F. Francis, Q. C., W. Danby, D. R. Crawford, Hon. F. H. May, E. R. Bellion, J. J. Bell-Irving, Wei A. Yeh, Ho Kei, and J. H. Stewart Lockhart (Hon. Secretary).

The Chairman said he would like to have an expression of opinion from the Committee as to whether it was their original intention that the Hospital for Women and Children and the Nursing Institute should consist of two buildings, or whether they intended that there should be only one building to meet both purposes.

Mr. Francis said he was of opinion that the Committee originally intended that there should be two buildings. The Hon. Secretary concurred in this view, as did all the other members except Mr. Bellion. The Chairman explained that the meeting had been originally summoned for the purpose of selecting plans for the Hospital for Women and Children and the Nursing Institute. Competition had been invited and three plans were received, one from Messrs. Palmer and Turner, one from Messrs. Denham and Rans, and one from Mr. B. Brotherton Barker; but since the notice was sent out summoning the meeting a letter had been received by the Government from Dr. Atkinson who suggested the advisability of securing the residence known as "Craigeburn" as an annex to the Government Civil Hospital. As the result of over ten years' experience in the Medical Department of this colony, he was convinced of the great benefit derived, especially during the hot season, by short stay at the Peak. Undoubtedly institution of this sort, at a higher level, under the administration of the Medical Department, would prove a great boon not only to the Government officials temporarily incapacitated by illness, but also to the members of the community who avail themselves of the opportunities afforded at present at the Government Civil Hospital. Another most important advantage would accrue to the colony by this procedure, viz., the fact that the nursing and medical staff of the Hospital would be able to recuperate in health when living and working at such an institution. He enclosed a list showing the sickness among the members of the nursing and medical staff during the years 1892 to 1895. From this it would be seen how trying hospital work was on the lower levels. A transference of their sphere of action to the Peak, whilst benefiting those who are nursed by the sisters, would undoubtedly assist in increasing their efficiency by a better maintenance of health. This applied similarly to the medical staff of the Department. There was at present a private hospital at the Peak, but its sphere of usefulness was necessarily limited, and as in the main it was a commercial undertaking the benefits to be derived from an annex such as this to the Medical Department of the colony must be evident to all who seriously considered the matter. Dr. Atkinson further pointed out that if the suggestion he made was approved of it would not in his opinion be necessary to proceed with the new Women's Hospital. In this way the original idea of the promoters of a Women's Hospital would be more literally carried out. With a few alterations "Craigeburn" could be made available for women and children in addition to being an annex to the Government Civil Hospital. Another important advantage would accrue in the fact that the present hospital premises would not be further crowded upon. He requested that the whole question be referred to the Jubilee Committee. With regard to the financial aspect of the question, he was given to understand that it might be possible to purchase "Craigeburn" alone, by that he meant the building without the whole of the grounds. There was the fear that Chinese patients might object to being treated in a hospital at the Peak. This prejudice in his opinion would soon disappear, and it would be remembered that it was principally for European women and children that greater accommodation was required.

The Chairman stated that in view of this letter he would be glad to know what course the Committee would advise should now be adopted.

Hon. F. H. May moved that the question of the selection of the plans be postponed, with a view to a further consideration of Dr. Atkinson's letter.

Mr. Danby seconded the motion, which was carried. It was then resolved, in view of Craigeburn being offered for sale on the 1st March, to authorize the Chairman to try and arrange with the owners to postpone the sale until such time as the Jubilee Committee had given some definite decision on the proposal made by Dr. Atkinson.

The Chairman then read the following report in connection with the Victoria Jubilee Report, prepared by Hon. R. D. Ormsby, Director of Public Works, who was present at the meeting by request:—

"Mr. T. G. Hughes, of the Royal Engineer Staff, was engaged by Government and attached to the Public Works Department in November for special work, namely, the tracing and surveying of the proposed carriage road round the Island. Mr. Hughes commenced work on the 13th November, and has been continuously employed at it ever since. His work consists in surveying and levelling over the existing road and (where the gradients are found to be too steep for the new road) seeking a suitable line, with no steeper gradient than 1 in 18, I had hoped to make it so the maximum grade, but found the configuration of the country made this very difficult except by unduly increasing the length of the road and the expense of construction. I have therefore allowed short lengths of 1 in 18, which is fairly good gradient for a carriage road. The first mile of the present road was found to be much too steep, and considerable difficulty was experienced, and the running of several trial lines necessary, before getting a satisfactory trace to first top. The 13th and 14th miles also presented several difficulties. I have been personally over the whole track on foot, parts of two or three times. Mr. Hughes sends in a weekly report of his progress. In addition to the traverse and longitudinal section of the track he has to take at least 50 cross sections in every mile, to enable the calculation of earth and rock to be made and has also to make enlarged plans at large stream crossings. In his report of February 21st, he had completed the survey of the 13th mile. I have just received the report, dated February 21st, reporting the completion of the 13th mile, and the company's survey and level for section of seventh mile, which is beyond Stanley. He informs me that he hopes to finish the eighth mile by the end of next week, which will bring the track to the Gap beyond Stanley above Repulse Bay. I expect he will easily get to Aberdeen in March; and possibly the whole track round Mount Davis to Kennedy Town may be completed in April. A rough, but passable foot-path, is being cut along the track, and I expect and pass it as approved. The calculation of the quantities of work and the preparation of the estimate will occupy two or three weeks. When the plans and estimate are complete, the construction of the road may be divided into three or more sections as may seem desirable, tenders invited, and if satisfactory contractors can be found, work commenced at both ends, and one or more points between the termini.

This report having been read, a question was asked how wide it was intended that the proposed road should be.

The Director of Public Works replied that it was intended to make a cut of 18 feet in the solid and that would make the road surface at least 20 feet. He also said that when the survey was completed it was hoped to be able to commence at either end.

The Chairman then laid upon the table the following account:—

THE DIAMOND JUBILEE COMMITTEE IN ACCOUNT WITH T. JACKSON, HON. TREASURER.

Toteam lunch procession on Jubilee night.....	\$ 304.35
To celebration at Happy Valley on Jubilee day.....	3,009.17
To illuminations and fireworks.....	2,132.41
To flower show.....	2,091.54
To music show.....	311.62
To entertainment of H.M. sailors and soldiers and Hongkong police on Jubilee day.....	1,693.00
To entertainment of inmates of charitable institutions on Jubilee day.....	426.08
To expenses in connection with laying the foundation stone of the Jubilee Hospital and Road.....	351.69
To expenses of Jubilee Gymkhana.....	629.33
To advertising and printing.....	595.93
To bands.....	300.00
To gratuities.....	280.00
To stationery and postage.....	37.91
To address to Her Majesty the Queen.....	293.00
To Chinese address to H.E. the Governor and Colonial Secretary.....	267.10
To sundries.....	6.51
To balance.....	184,381.38
	\$ 199,741.04

By amount of foreign subscriptions per lists.....\$ 38,615.84

By amount of Chinese subscriptions per lists.....40,266.44

By received from Hongkong Government.....98,892.28

By interest from Bank.....1,697.38

\$ 199,741.04

ROYAL HONGKONG YACHT CLUB.

ROYAL ENGINEERS' CUT—SECOND RACE.  
February 26th, 1898.

Cours.—From Police Pier, Kowloon, round Channel Rocks, Kowloon Rock, Meyer's buoy, Channel Rocks (all to port) and finish at starting line; 9 1/2 miles.

HANDICAP:  
Erics..... scratch, allows seconds per mile

Maid Marian.....	0.51 1 min. 30 sec.
Phoebe.....	23.63 3 " 45 "
Chantiller.....	25.03 4 " 7 "
Melior.....	25.19 4 " 8 "
Admiral.....	34.40 5 " 26 "
Ladybird.....	47.12 7 " 27 "
Dart.....	57.25 9 " 11 "
There was a strong wind, and Phoebe, Ladybird and Dart were soiled. Erics was off with the lead, but was passed off Meyer's Old Works by both Maid Marian and Chantiller, but got into second place to the Maid Marian at Channel Rocks. Dart went well with the A. C. Yacht Club in the strong wind, but Ladybird soon fell behind. Phoebe, who had started well, was going fairly well, but it was not her weather. There was not much difference in time between first and last at Channel Rocks, but in the run of 1/2 mile to Kowloon Rock and the run to Meyer's buoy, the fleet got rather spread out. The wind was stronger on the second beat up, and Maid Marian, Erics and Chantiller went away from the rest. Melior had lost her rudder at the start of the race, and had to retire. Admira was sailing a good average with the whole fleet, and was a good fourth. In the run down to the finish, Phoebe passed Dart, but this was the only change, and a quick race was finished as follows:—	
Maid Marian.....	15 54 34 to marks first
Erics.....	3 58 31
Chantiller.....	3 58 51 4 " second
Admiral.....	3 59 33
Phoebe.....	4 12
Dart.....	4 54 1 " third
Ladybird.....	4 57

The marks scored in this competition (see now):—



## REVIEWS.

The *Medical Reports* published by order of the Inspector General of the Chinese Customs for the half year ending 30th September, 1896, have just reached us. This extremely useful publication, which is now in its 27th year, is of great value to the medical profession, and is in parts interesting to the general public. It is the only official record containing technical notes on local peculiarities of disease, and on diseases rarely or never found except in China; special treatment tested by experience, climatic and seasonal considerations, and other important data. The present issue deals with the districts controlled by Newchwang, Cheungching, Chaofo, Hankow, Woyu, Wanchow, and Lungchow. In the report from the first-named port there is an incident which, although in itself, is of little significance. A Chinaman, who had made a most determined attempt to cut his throat, was healed after much trouble. Dr. Daly says:—

In accounting for the wild and blood-curdling legends about the doings of foreign surgeons and others, which are so prevalent amongst the natives, it may be of interest to add that this youth, in order to save his "face" in regard to the mutilation of his body by his own hands, gave the following explanation of the occurrence to the compradore and other natives on board the steamer he travelled home in:—"When I arrived in Newchwang I was very ill, and the captain sent me to the foreign doctor, who was unable to cure me, and consequently he (the foreign doctor) cut my throat in order to let out the hot air."

*Byways*, by Robert Hichens (London, Methuen and Company, Hongkong, Messrs. Kelly and Walsh, Limited).—This is a collection of small stories, eight or ten in number, all gruesome and depressing. Each tale has as central figure somebody afflicted with a morbid introspectiveness and an unhealthy taste for brooding, and starting into a metaphorical mirror. In fact this characteristic mood, in ordinary life, is called more than half mad, and weak at that. However, there are such people, and to that extent the book is true to life. The first story, "The Chamber of Sins," deals with a wayward woman with mysterious moods and fantastic fancies. Personally, we have no patience with people of that sort, but that is only our own peculiarity. Many people have different tastes. This fanciful female rambles a man purely as a whim. There is no feeling on either side, nor is there what may often prove a satisfactory substitute for feeling, namely, practical common sense or business aptitude. In fact they are a couple of fools, who are themselves together simply in a leak of eccentricity. They go to their honeymoon into the wilds of a Moroccan desert, where they camp out in tents, and their sanitary arrangements are presumably primitive. Incidentally, novel-writers very often depict situations in which sanitary questions would intrude unpleasantly if the scenes were real. Here, then, in the desert, the two idiots brood and moon about aimlessly, and Mr. Hichens is careful to emphasize and reiterate the fact that they slept in a paravane tent—which is rather an unnecessary detail, but it does not matter. The lady (indeed herself) under the spell of a Moorish snake-charmer's music, and after a good deal of uninteresting raving she disappeared with the coloured person into the desert and is never heard of again. There is no mention of any difficulty about language; it has not been specified that she could speak Moorish or that the snake-charmer knew English. The story is in the first place impossible, in the second place unwholesome, and in the third place—perhaps the most, or only, important point—uninteresting. To some, however, it will be attractive. Arnold and his school, see everything uncoloured and barbarous through rosy-tinted glasses. As the polygamist and prostitution pervading Japanese domestic life have been hallowed and glorified by poetic license, so the nameless horrors of barbaric life in Morocco are glossed over and idealized in this book. We dislike to see a theatrical tint put on the dirty and depraved manners and customs of crude civilisations; we have no special sympathy for the savage who debases himself to the level of tame breeding-cattle, as in *Argos*, but we have a dislike for the glorification of such savages. The grammar of the book is not beyond reproach. Here is a quotation:—"This dancing Mithras caught Renhew's attention, and, for the moment, he forgot to look at the miracle man. A general outcry from the multitude made him turn his head. 'Whose head? Renhew's or Mithras's?' or the miracle man's. Here is another quotation:—"Scarcely had my cry died away than I knew," which is a dreadful solecism.

The next story "A Tribute of Souls," is simply a fit of hysteria. For those who like hysteria, this is just the sort of thing they would like; for those who don't like it, we failed to see why the writer should say "cheer" instead of saying "pony." Little things like this irritate us—because, to be perfectly candid, we did not know that *cheer* meant pony until we turned up the dictionary, and we hate reading novels by dictionaries. The person in the story did not work for a living, did not justify his existence and did not have sufficient resourcefulness to keep himself occupied. I went forth, I took Gonthe's *Fans*, and my own complaining spirit, and went into the mist with my mistle-crooked mind. We could suggest to the gentleman that there is a healthy recreation known as sawing wood, and it is points ahead of going out alone into the mist with a mistle, clouded mind. Incidentally he went there through "the creaking from gateway." We thought it was the gate that creaked. It rather reminds us of the bigger mistake of "I hear footmarks." This is the sort of thing that fills the book. "I had it in me," I might say, "I am anticipating, and I must not anticipate." It sounds quite antiquarian. "This indeed is to be in hell. I was in hell that autumn day." Better have stayed there. "I devoted Garib, Doctor Wedderburn, every man blithely placed, every lowest peasant, who could do even one of all the things I could not do, to damnation." Every body who reads the book can return the compliment cordially. This hysterical story-teller dabbles in what he calls atheism; but it is not atheism, for it comprehends good and bad spirits, devils and angels, heaven and hell, mortal souls, and devils. In fact all the personages of what was called Christianity in the middle ages have a part in this misallied atheism of the story. The imbecile hero eludes to ally himself with the devil, and he does so very effectively and very tediously. Of course he seduced a girl and committed a few murders, and then capped the climax of his criminal career by writing this book.

The other stories in the book are of the same general type—full of people whose conversation is "I-I-I." But most things have an inherent tendency to become complicated if they are left alone and allowed to develop free from any guidance. So the book says, and so it does. Every other sentence contains a remark which would bear the same affinity to an epigram that a "busted flush" has to the right thing—mixed only by one point, but a disastrous misfit into the few.

We have received Cassell and Co.'s monthly budget of magazines which are always highly appreciated and essentially of a popular character.

for. The *Observer* has many readers in the East and is not in need of any eulogy as a high class family magazine. There is an excellent article on Hospitals by the Duke of Devonshire, several well written short stories, besides serials, and interesting notes on various subjects, as also a new hymn tune by Rev. W. J. Foxell. *Work* is a publication that has not a very large scope in the East, because there are very few residents out here who care to take up as a hobby any of the pastimes which owe so much to this magazine and, on the other hand, the number of people who follow such occupations for a living and can read English is even more limited. However, it is an excellent magazine and those who do take an interest in such things always welcome *Work*. *Cassell's Saturday Journal* is, as frequently remarked, one of the very best and cheapest publications for the general reader. The quality of matter to be found in its pages is no great as to *Work*, but it is excellent. Once in a way there are items of an Eastern nature, inviting criticism, such as the reference in the present issue to "the oldest newspaper in the world, published at Peking," meaning thereby the *Palace Bulletin*, frequently misnamed *The Peking Gazette*, which is not a newspaper. However there are many trifles and on the whole the *Saturday Journal* is sound and reliable besides being interesting to all classes of readers.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## IN ADMIRALTY JURISDICTION.

(Before His Lordship, the Chief Justice, Sir J. W. Carrington, Kt., C.M.G., and Comdr Hastings, R.N., Naval Officer, Assessor.)

Wednesday, March 2nd.

## MAK LOK v. S. S. "HATMAN."

This was a claim for \$988.85 as compensation for the loss of a junk owned by plaintiff and sunk after a collision with the *Hatman*. Mr. J. J. Francis, Q.C. (assisted by Mr. C. Evans) appeared for the plaintiff and Mr. W. H. Slade (assisted by Messrs. Deacon and Hastings) appeared for the defence.

Mr. Francis, in opening, said the collision took place somewhere in the China Sea between here and Swatow on August 4th, 1897. He then read the preliminary questions and answers which were to the effect that J. S. Roach was master of the steamer, Mak Lok was the owner of the junk but was not present, and Mak Tung Lun was the look-out man in charge of the junk at the time of the collision, about 9 p.m. The defence stated that the time was about 11 p.m. It was practically immaterial at what hour it took place, but, presumably, of course, the steamer's time would be the more correct. There was a difference of about 15 miles between the two statements as to locality, but the steamer was practically immaterial. The steamer was going north and passing between Pedro Blanco and the coast and the junk's course was taking her inside Pedro Blanco. The probabilities were that the junk was not keeping record of time or position when navigating. The junk master said that the wind was light N.E. and the steamer's people said it was easterly with a force of 4. The junk people said that the night was clear and fine, straight, and that on the steamer that the night was cloudy, dark, and rainy, but clear on the water. The width of reef 8 feet between two good walls and showing gold throughout, considered the prospect at this level equal to in fact better than at the 200 feet level there being more clean stone at the bottom and the gold is coarser.

Slopes above the Nos. 1 and 2 levels yielding good average ore as required for the battery, pushing on the dikes North and South at the 150 feet or No. 1 level, wherever men can be spared from the slopes. Mines throughout in first class order with an unlimited amount of ore in sight.

Battery:—Owing to an unforeseen and unprecedented accident to one of the Watson and Denny Pans and having to put new segments in another, we did not get through near the average quantity of stone, everything has been remedied and the full tonnage of 400 tons are now in full work, and during the coming fortnight a fair average of stone will be taken from every part of the mine and we hope to get through at least 400 tons.

Have 2 men engaged sinking the Eureka B. Shift making good progress no other work being done at present.

## OLIVER'S FREEHOLD MINES, LTD.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining manager by steamer *Taiyuan*:—

Mount Macdonald, 7th February, 1898.

*Eureka Mine*.—Since last report have driven through the reef at the 200 feet level. Total width of reef 8 feet between two good walls and showing gold throughout, considered the prospect at this level equal to in fact better than at the 200 feet level there being more clean stone at the bottom and the gold is coarser.

Slopes above the Nos. 1 and 2 levels yielding good average ore as required for the battery, pushing on the dikes North and South at the 150 feet or No. 1 level, wherever men can be spared from the slopes. Mines throughout in first class order with an unlimited amount of ore in sight.

Battery:—Owing to an unforeseen and unprecedented accident to one of the Watson and Denny Pans and having to put new segments in another, we did not get through near the average quantity of stone, everything has been remedied and the full tonnage of 400 tons are now in full work, and during the coming fortnight a fair average of stone will be taken from every part of the mine and we hope to get through at least 400 tons.

Have 2 men engaged sinking the Eureka B. Shift making good progress no other work being done at present.

## NEWS BY THE AUSTRALIAN MAIL.

The following telegrams from our Sydney exchanges were "crowded out" of last night's issue:—

Brisbane, February 4th.

It is understood that considerable activity is being shown in connection with many of the goldfields of the colony, and several Southern people, representing syndicates, are taking up areas.

It is considered as not likely that the duty collected on opium recently seized from Chinese by police will be refunded.

The gold returns of the colony for the past month show an increased yield of 5186 ounces, as compared with January, 1897.

February 6th.

The railway earnings for the month of January, compared with the corresponding month of 1897, show a decrease of £5070, the only lines showing an increase being the Central and the Northern, with £639 and £880 respectively.

LONDON, February 10th.

The proposed sculling match between Haines and Wray will take place on the Thames on the 2nd March.

ADelaide, February 11th.

Intense excitement was aroused in Sydney upon a rumour spreading to the effect that war had been declared between Russia and England. The rumour was afterwards officially denied.

Terrific distress prevails in Russia, amongst the peasantry, caused by the almost total failure of last season's harvest.

The death rate has been greatly increased in Victoria through the fearful heat that has of late prevailed in that colony. The temperature has now fallen considerably.

Wray and Haines have arranged to row a race on the Tyne for £1000 a side.

February 17th.

Victoria has defeated South Australia by 25 runs in the final match for the Sheffield Shield, and is now the holder of the shield for 1898.

The drought has now generally broken up. Fearfully heavy weather has been experienced in N.S.W.

The shipping in Sydney harbour was damaged by a storm, which passed over the colony, and much damage was also done inland. Twenty-seven inches of rain fell at Adelaide.

The catamaran dam on the Murrumbidgee River has been almost totally destroyed.

The brig *Amoy* was wrecked near Bull, and her crew of eight drowned.

## NOT AND A.

## CALENDAR.

## MARCH.

Metereological means based on ten years' observations to 1893.

Barometer ..... 30.059  
Thermometer ..... 84.0  
Humidity ..... 80.0  
Rainfall ..... 4.08

## TO-DAY.

## WEATHER REPORT.

On date at On date at  
Barometer ..... 30.08 30.06  
Thermometer ..... 85 84  
Humidity ..... 75 80  
Rainfall ..... 0 0

## TO-DAY.

Wednesday, 2nd March, 1898

Chinese—10th of 2nd moon of 24th year of Kwong-si.

Jewish—8th Adar, 5658.

Mohammedan—8th Shawwal, 1316.

Sun—Rises ..... 6hr. 18min.

Sets ..... 5hr. 48min.

High water—Morning ..... 8hr. 40min.

Afternoon ..... 3hr. 40min.

Low water—Morning ..... 11hr. 10min.

Afternoon ..... 4hr. 10min.

No inferior high or low water.

## ANNIVERSARIES.

1647—First Dutch Embassy left China.

1791—John Wesley died.

1841—Whampoa Island battery carried.

1844—Death of Czar Nicholas of Russia.

1877—The *s.s. Hinglong* lost.

1882—Attempted assassination of the Queen.

1886—The *s.s. Humbler* lost on the Pescadores.

1897—Loss of the Dutch liner *Utrecht* off Ushant.

## TO-MORROW.

Thursday, 3rd March, 1898.

Chinese—11th of 2nd moon of 24th year of Kwong-si.

Jewish—9th Adar, 5658.

Mohammedan—8th Shawwal, 1316.

Sun—Rises ..... 6hr. 11min.

Sets ..... 5hr. 40min.

High water—Morning ..... 8hr. 11min.

Afternoon ..... 3hr. 11min.

Low water—Morning ..... 11hr. 10min.

Afternoon ..... 4hr. 10min.

## ANNIVERSARIES.

1841—Lipski (Howqua's Folly) taken by the British.

1851—Emancipation of the serfs by Czar Alexander of Russia.

1877—Great fire at Fenchow.

1890—Loss of the *s.s. Yichiu Maru*, near Hakodadi, Japan.

1894—Mr. Gladstone resigned the Premiership.

1896—Outbreak of cattle plague in Hongkong.

## MEMORANDA.

TO-MORROW, 3rd March.

English mail due.

11 a.m.—American mail closes.

Noon.—*Firm* leaves for San Francisco.

FRIDAY, 4th March.

America mail due.

SATURDAY, 5th March.

11 a.m.—English mail closes.

Noon.—*Cornwall* leaves for Europe.

Noon.—Meeting of Humphreys & Estate and Finance Company.

9 p.m.—Opening night of the Brough Opera Company at Theatre Royal.

## SHIPPING AND MAIL NEWS.

## MAILED DUE:

English (*Thames*) to-morrow.

American (*Coptic*) 5th inst.

German (*Amoy*) 5th inst.

American (*City of Rio de Janeiro*) 12th inst.

THE O. & S. S. Co.'s steamer *Doric*, with mails, etc., which left hence February 3rd for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 28th inst.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

## ARRIVALS.

Courts ..... Steamer, from Singapore.

Fathos ..... " " New York

Sabine Rickmers ..... " " Shanghai

Glenagarry ..... " " Moll

Kosloski ..... " " Yokohama

Quarta ..... " " Bangkok

Shonan ..... " " Chinkiang

Wetor ..... " " Amoy

Aggregating 14,215 tons register.

## DEPARTURES.

Kong Bong ..... Steamer, for Saigon

Chunshin ..... " " Swatow

Sumatra ..... " " London

Sundra ..... " " Saigon

Shanghai ..... " " Yokohama

Ozumo ..... " " Macassar

Hunan ..... " " Canton

Aggregating 9,941 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Kwongshui ..... at Kowloon Dock

Martha ..... " " "

Cosmopoliti ..... " " "

Buxton ..... " " "

Progress ..... " " "

Empress of Japan ..... " " "

West York ..... " " Cosmopoliti

Olympia ..... " " "

## PASSED THE CANAL.

OUTWARD.—28th January—*Gilda*, *Islen*, *Mithras*, *Anafo*, *Tristis*, 31st January—*Oasias*, *Enargia*, *Fenfield*, 1st February—*Alta Crags*, 4th Feb.—*Garda*, *Bavotich*, *Sunda*, 8th February—*Malacca*, *Honolulu*, 11th February—*Nida*, *Melania*, *Alton*, *Glavna*, *Lalena*, 15th February—*Bayern*, *Pictus*, *Rosa Castle*, 18th February—*Talamon*, *Monmouthshire*, *Olona*, *Adolfus*, *Avada*, *Dilla*, *Montia*, 22nd Feb.—*Bonglo*, *Bowhead*, *St. Mary*, *Wally*, 25th Feb.—*Quon*, *Olga*, *Quon Margaret*, 28th March—*Portland*, *Andromeda*, *Canada*, *St. Andrews*.

HOMEWARD.—22nd February—*Franklin*, 25th February—*Salado*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is prescribed by Physicians all over the world. It is a remarkable remedy for Consumption, Scrophulous, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrophulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."—A. TERRY, 22, Lombard Street, London, E.C.4.

Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(1897).

## IN CASE OF FIRE.

Your house takes fire. What burns first? The lightest and most inflammable stuff, of course, furniture, doors, shroves, floors, panelling, and other wood-work. If it is a stone or brick house the walls will probably remain standing—a melancholy sight.

Were not this a principle of universal application Mr. Mouldings would never have compared himself to a skeleton, as he does in the letter to which your attention is now invited.

"In the autumn of 1891," he says, "I fell into a low, weak state of health. My ordinary energy appeared to have gone out of me. I always felt tired and languid, and couldn't account for it. Nothing seemed to rest me. I was as tired in the morning as when I went to bed. I had a bad taste in the mouth, my appetite was poor, and after meals I had a pain at my chest and left side.

"I was in this condition until the 14th of March, 1892, and then I had to give up work. The reason was, I was too weak to work. In fact, I was so weak that it was about as much as I could do to walk across the floor. Besides this, I had a dry, hacking cough, and at night I sweat so the bedclothes were wet. Sometimes during the day cold, clammy sweats would break out all over me.

"I lost flesh rapidly, until I was like a skeleton. My muscles seemed to be shrunken and withered. There was no feeling of warmth in me; it was as though my blood had gone cool and thin. I was too feeble and helpless to wash or dress myself, and people said I was wasting away, as though they expected to see the end of it presently.

"I consulted two doctors and they gave me medicine, but it did me no good. One day my aunt, Mrs. Benton, of Francis Street, Wallis, called, and in the course of talk she said that the medicine that did her good when she was ill was Mother Seigel's Curative Syrup. Although it didn't look reasonable to believe that it could cure a case as bad as mine, nevertheless my wife got me a bottle from Mr. Seigel, the chemist in Park Street, and I commenced taking it. In a few days I found myself much better; my appetite was better, and I had gained a little strength.

"To make the story short, I kept on taking the Syrup and continued to get better. As soon as I could digest my food the night sweats and the cough abated, and in a few weeks I was able to go back to my work. That is two years ago, and since then I have been in good health for which I have to thank Mother Seigel's Syrup. (Signed) Arthur Thomas Mouldings, 115, Farringdon Street, Wallis, March 6th, 1894."

In a fire, as we said, it is the light inflammable stuff that burns first. That's why Mr. Mouldings got to be so ghastly thin. The flesh or fat is the fuel of the body. In health it keeps up the warmth and furnishes the power. And to keep up the fuel we must eat.

Now, disease is conflagration; it tries to burn the house up, and often does it. And it always burns the flesh up, more or less of it. The fat goes first, the muscles, &c., afterwards. That's the way of it. About that time the tenant moves out.

Our friend was well on towards that point. But it wasn't long before that skeleton-like state he had the cough and the sweats. They go also with indigestion and dyspepsia—his real and only malady. He got feeble and thin because his disease wouldn't allow the stomach to digest food. Hence he consumed all the flesh he had stored up, and then (luckily for him) he began to take Mother Seigel's Curative Syrup, which set his stomach and liver right, and gave his vitamins it is dangerous to let a fire get headway. When it is in your body gnaw the first spark with Mother Seigel's Curative Syrup.—*Advt.*

## Entertainment.

## THEATRE ROYAL CITY HALL.

Under the direction of Mr. ROBERT BROUGH. Representative—Mr. HAMILTON.

ON FRIDAY, the 4th March, 1898,

Commencing at 9 P.M.

## THE COMEDY COMPANY.

FRIDAY and SATURDAY, 4th and 5th March.

"SOWING THE WIND,"

"SOWING THE WIND,"

By SYDNEY GRUNDY.

MONDAY and TUESDAY, 6th and 8th March.

"THE AMAZONS,"

"THE AMAZONS,"

A FARCEICAL ROMANCE BY A. W. FINKE.

WEDNESDAY and THURSDAY, 9th and 10th March.

"A VILLAGE PRIEST,"

"A VILLAGE PRIEST,"

By SYDNEY GRUNDY.

PRICES OF ADMISSION.

DRESS CIRCLE and ORCHESTRA STALLS \$3

STALLS ..... \$2

PIR ..... \$1

Soldiers and Sailors in Uniform Half Price to the Pit only.

Doors open 8.15 P.M. Curtain 9 P.M.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. Macmillan..... YAMAGUCHI MARU..... S. Kawamura.....	YOKOHAMA, KOBE and MOI.....	SAURDAY, 12th March, at 4 P.M. THURSDAY, 17th March, at 4 P.M.
TOSA MARU..... C. Hillcoat.....	MARSEILLES, LONDON, and ANT- WERP, via SINGAPORE (Transship- ping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th March, at 4 P.M.
IDZUMI MARU..... R. Nemo.....	BOMBAY, via SINGAPORE (Transship- ping Cargo for JAVA PORTS), and COLOMBO.	TUESDAY, 22nd March, at Noon.
KANAGAWA MARU..... J. Mackenzie..... RIOJUN MARU..... A. E. Moses.....	KOBE and YOKOHAMA.....	WEDNESDAY, 23rd March, at 4 P.M.
TOKIO MARU..... E. W. Haswell.....	SEATTLE, WASH., via KOBE and YOKOHAMA..... SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	THURSDAY, 24th March, at 4 P.M. FRIDAY, 1st April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 1st March, 1898.

## THE WORLD RENOWNED

FRENCH CORSETS  
C. P. A LA SIRENE

Established 1839, PARIS.

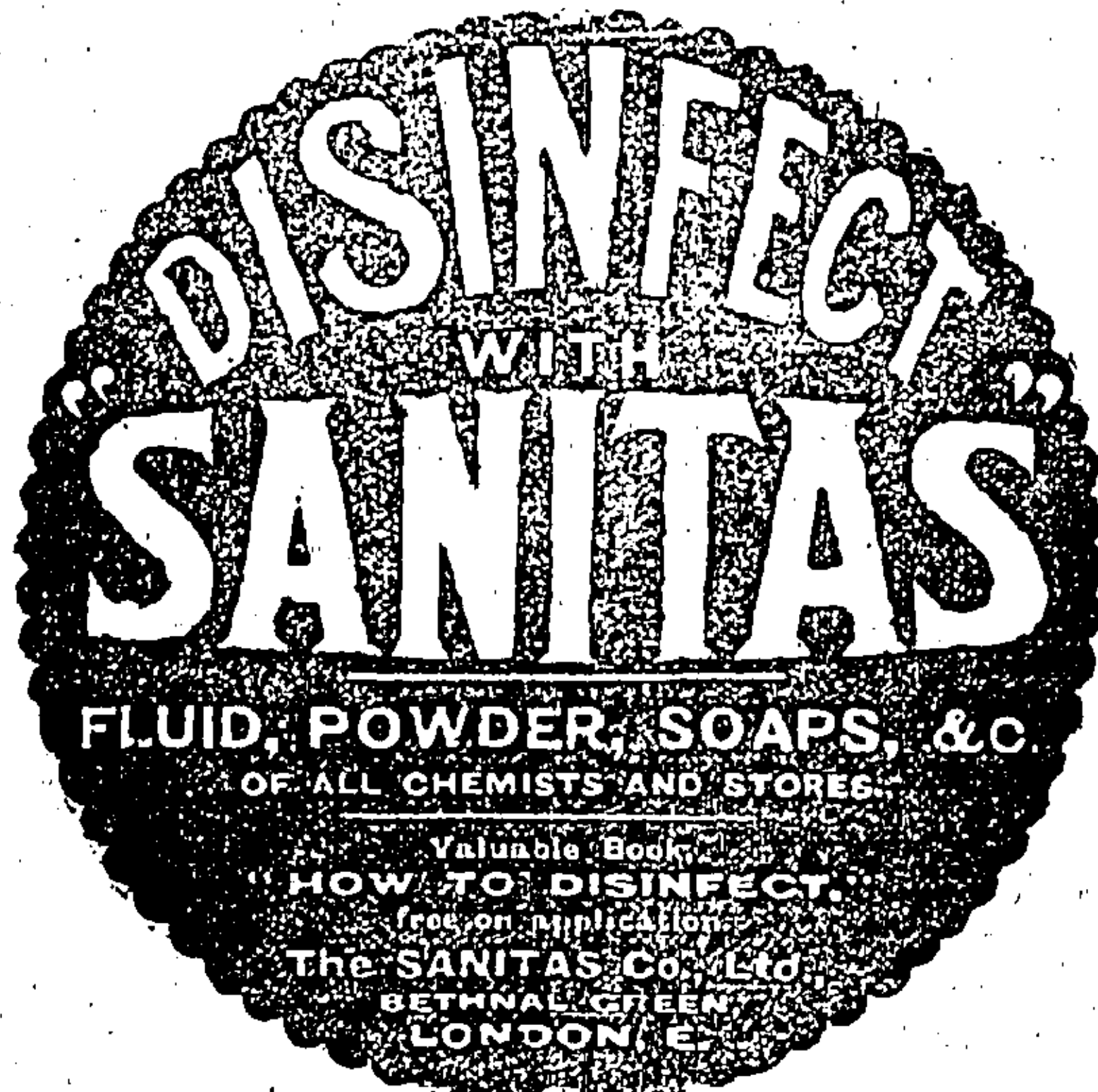
Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirène.

APPLY TO

M. OPPENHEIMER &amp; Co., PARIS.



**SETTING UP OF DISTILLERIES**  
Rice - Corn - Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF  
Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences Factories  
**STEAM KITCHENS**  
BOUOT & CRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China - WATKINS &amp; Co., Hongkong.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

W. C. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 6th March, 1897.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the  
above Ports TO-MORROW, the 3rd March, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 2nd March, 1898. [333]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"LOKSANG,"  
Captain Leach, will be despatched as above  
TO-MORROW, the 3rd March, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 26th February, 1898. [334]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN,"  
Captain Hammerer will be despatched as above  
on or about the 4th instant.  
To be followed by the  
S.S. "URD," on or about 15th April, 1898.  
S.S. "QUEEN MARGARET," on or about 15th  
May, 1898.  
S.S. "ST. NINIAN," on or about 10th June,  
1898.  
S.S. "CRAIGFARN," on or about 30 June, 1898.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 21st February, 1898. [113]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship

"AIRLIE,"  
Captain Ellis, will be despatched for the  
above Ports on SATURDAY, the 5th March,  
at Daylight.  
This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A duly qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the CHINA NAVIGATION  
COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th February, 1898. [271]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE.

THE Company's Steamship

"TAIWAN,"  
Captain Nelson, will be despatched as above  
on SATURDAY, the 5th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st March, 1898. [328]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for  
the above Ports on TUESDAY, the 8th instant,  
at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 1st March, 1898. [326]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"  
Captain Branch, will be despatched on  
WEDNESDAY, the 9th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st March, 1898. [327]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"  
Captain Key, will be despatched as above  
on SATURDAY, the 12th March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 28th February, 1898. [319]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

STRAITS, CEYLON, MEDITERRANEAN

PORTS, ANTWERP, BREMEN AND

HAMBURG.

THE Company's Steamship

"CREFFELD,"  
will be despatched as above on or about the  
15th March.  
For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 15th February, 1898. [355]

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND

COLOMBO.

(Taking Cargo at through rates for  
LIVERPOOL, GLASGOW, CONTINENTAL PORTS,  
RIVER PLATE, &c.)  
THE Company's Steamship

"OOPACK,"  
Captain J. Barber, will be despatched as  
above on or about the 24th March.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 22nd February, 1898. [329]

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERIAN GULF, CONTINENTAL AND  
AMERICAN PORTS).

THE Steamship

"COROMANDEL,"  
Captain F. N. Tiltard carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 5th  
March, at Noon, taking Passengers and Cargo  
for the above Ports.  
Silk and Valuable, all Cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.  
For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 21st February, 1898. [5]

NORTHERN PACIFIC  
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 1,691 T. H. Dobson ... Mar. 8.  
Columbia 2,105 A. Gow ... April 5.  
Tacoma 2,549 A. Dixon ... April 26.  
Victoria 3,167 J. Truebridge ... May 17.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION  
COMPANY.

Brasmar 3,601 E. Porter ... Mar. 15.  
Mogul 3,654 W. H. Wright ... Mar. 29.  
Argyll 3,997 W. Ward ... May 3.  
Brasmar 3,601 E. Porter ... May 24.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Table.  
Doctors and Surgeons carried.  
HONGKONG TO NEW YORK £11.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.  
HONGKONG TO TACOMA £28.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.  
Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or. (whichever may be the destination of the  
Steamer).  
Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.  
For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 15th February, 1898. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

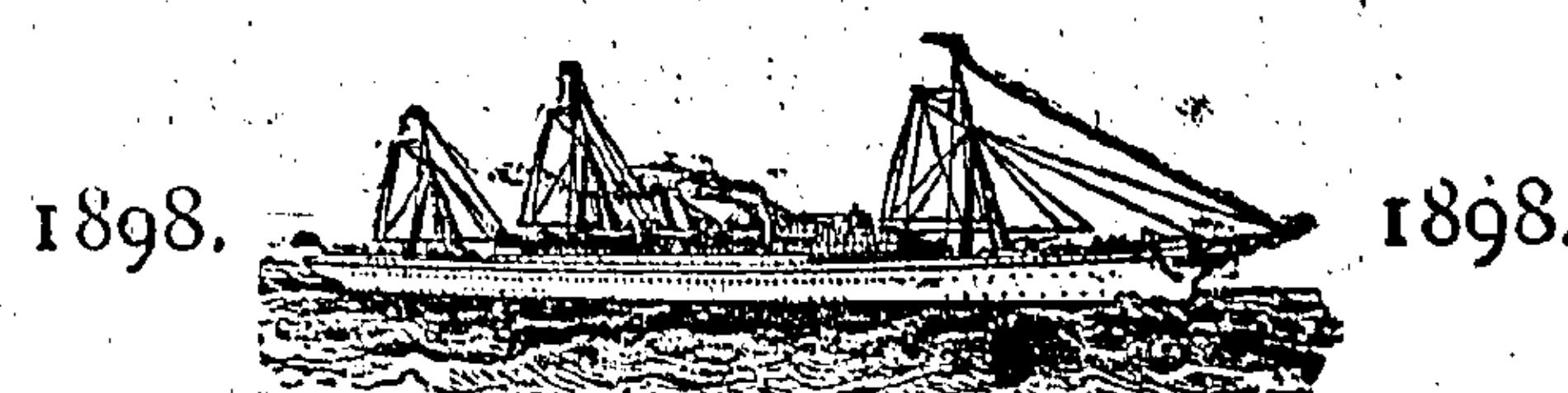
Doyern ... Wednesday 30th March.  
Prins Heinrich ... Wednesday 27th April.  
Preussen ... Wednesday 20th May.  
Sachsen ... Wednesday 22nd June.  
Bayern ... Wednesday 20th July.

Prins Heinrich ... Wednesday 17th Aug.  
Darmstadt ... Wednesday 14th Sept.  
Preussen ... Wednesday 12th Oct.  
Sachsen ... Wednesday 9th Nov.  
Bayern ... Wednesday 7th Dec.

Prins Heinrich ... Wednesday 14th Jan. 99.  
ON WEDNESDAY, the 30th day of March,  
1898, at 9 A.M., the Company's Steamship  
"DAYERN," Captain B. Blanke, with  
MAILS, PASSENGERS, SPECIE and CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.

Shipping Orders will be granted till Noon on  
SATURDAY, the 25th instant. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 28th instant, and Parcels will be received at  
the Agency's Office until Noon on MONDAY, the  
28th inst. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 lbs and Parcel should not exceed Two Feet  
Cube in Measurement.  
The Steamer has splendid Accommodation,  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 1st March, 1898. [325]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th Mar., 1898.  
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 6th April, 1898.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection  
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN  
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

The attractive features of this Company's route embrace: PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURIANCE OF ITS S-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.  
Hongkong, 22nd February, 1898. [3]

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS.ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Fern (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 22nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 9th April, at Noon.

THE U. S. Mail Steamship

"PERU"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA and YOKOHAMA TO-MORROW,  
the 3rd March, at Noon, taking Passengers  
and Freight for Japan, the United States, and  
Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding Through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option of  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO  
GRANDE; and other direct connecting  
Railways; and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embar-  
king at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd March, 1898. [2]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE

COMPOSITION RIGID HAND BRAND,

HARTMANN'S GREY PATENT

DAMBLER'S PATENT MOTOR LUNCHES,  
&c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1898. [29]

CHS. J. GAUPE &amp; CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Rodmann's Watches  
awarded the highest Prize at every Exhibition;  
and for Volkmann and Sohn's  
CELEBRATED OPTICAL GLASSES,  
MARINE GLASSES, and SPYGLASSES.  
Nos. 54 & 55, Queen's Road Central. [40]Printed and Published by ETHELBERT  
FORBES SKETCHLEY, at No. 6, Pedder's  
Hill, in the City of Victoria, Hongkong.